



TRIUMPH

MAYFLOWER

CLUB



**FLOWER
POWER**

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS 1986/87

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When writing to a committee member and you require a reply, please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfil their posts in their spare time and not as a full-time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day.

EDITORIAL

It is no exaggeration to say that this has been a remarkable summer, not least for the weather we have experienced, and it comes as no surprise to read of one member's experience on the night of the hurricane force winds. It has also been remarkable for the volume of contributions from club members and I seem to have had a less fretful time than usual in compiling the magazine. A very welcome change!! Whether this has anything to do with an influx of new members I cannot confirm but the fact that we have recruited an ever increasing number of 'first-timers' can only be good news for the club and Classic Motoring in general. In contrast to that fact we have also lost many old faithfuls including notably Cynthia Lydiard-Cannings and her regular contribution of the life of "Speedwell". New members will need to read the account of the original Mayflower journey to understand the reference to Speedwell.

Analysing the list of paid-up members reveals that a high percentage of "Florists" remains in the club for only two or three years at maximum. Of course there are several original members still involved in the club and how necessary they are, but it is to be hoped that some of the new faces do take an active part in the running of their club. Obviously a good portion of new members will be put in touch with the club via retiring members who sell their cars, but it is quite relevant that many "new found" cars are being unearthed. In fact I have just received a call from one such new recruit to ask for a crankshaft pulley and he explained how his car had been stored for ten years prior to his recent purchase.

There is hope that Flower's may well yet become as attractive a classic as other marques, justifiably so in respect of its unique design. Having attended several rallies and classic car events this year and noticed an increased awareness of T.V. coverage such as Top Gear, it is hard not to notice a new wave of enthusiasm for the Old British Banger.

I wonder if there will be a Mitsubishi Colt Club in the year 2000?

STOP PRESS

SOS!

SOS!!

SOS!!!

Can anyone help a member in distress?

Mr. T. Keenan in Ilford is in desperate need of a usable cylinder head as his has finally given out to the dreaded dissolving disease. Unlike many of our members Mr. Keenan uses his car for daily transport and is also disabled and has to use a wheelchair. If anybody has a spare or could even lend one for a while please contact 01-554 7074 or the Editor

Please note ; Club Tee-shirt are now sold out!!!!

Further supplies are being obtained hopefully for the Spring.

LETTERS TO EDITOR

I'd be grateful if you would help me in my quest to find a recoverable Mayflower engine. John (Gogay) told me you would probably be the best bet. The one I have at the moment is quite frankly, bugged! Not yet being mechanically proficient, the guy I take the car to has told me time and time again that it's finished (crack on the head welded and all that) and believe me it's no fun driving at a top speed of 35mph in today's traffic.

So we're looking for one in good running order that we can just plonk in or one that we can do up.

Any ideas before I put an ad in the newsletter?

Look forward to hearing,

Cheers, Garry Maguire, Highlands, 53 Leven Road, Lundin Links, Fife

LETTERS TO THE EDITOR

Dear Ed,

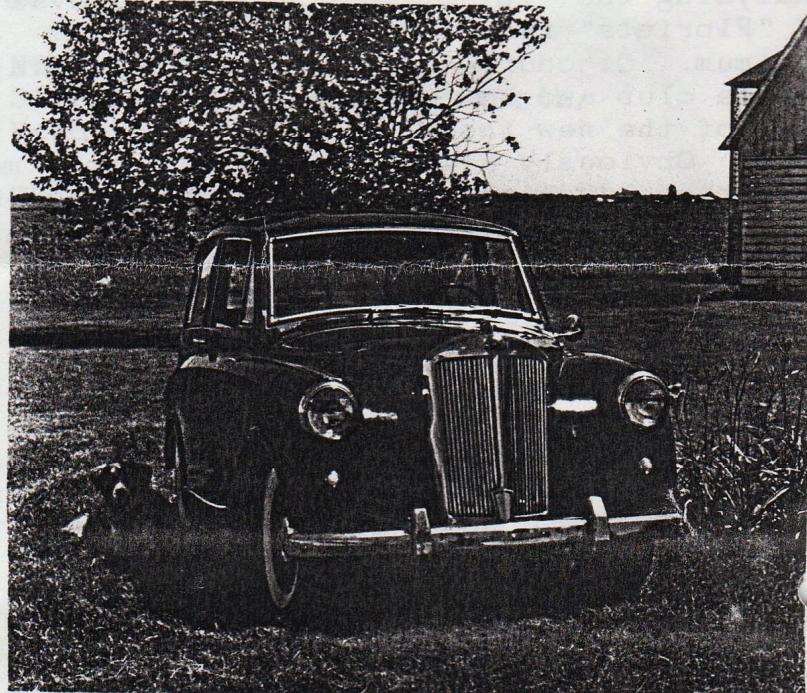
Enclosed are two photos of my 1953 Mayflower (TT2949OLDL). I would like to publicly express my gratitude to those who have helped in my quest to drive it, especially John Gogay, and you Stephen Parnell.

I bought the car three years ago with a cracked cylinder head, no exhaust system, no brakes and other miscellaneous problems. Needless to say, I trailered it home. It sat for nearly two years before I found the Mayflower Club, and a parts source. I have since replaced the head, a valve tappet, the fuel pump, and the trafficators. The brake system is completely new, as is the exhaust system and ignition. I've maintained the original paint and interior, and now it is a driveable original example of a Mayflower, a rarity here in the States.

So thank you very much, for without the help of the Mayflower Club I would not be driving it. The Club spares department is excellent, and the prices very reasonable. I am now enjoying the Mayflower to its fullest extent!

I do appreciate all your help with spares, as my Mayflower is in good driving condition. I attempted to take it to our national Triumph convention in Georgia last July. I made it about 200 miles before it overheated, and I towed it home. (The complete journey to the meet was about 1500 miles.) I enjoyed my "short" ride immensely, and solved the problem after the meet was over. (I drove a Ford.) So I drive it frequently now, maybe next summer I'll attempt another long trip!

Again thank you,



FOR SALE

Mayflower 1953. Suitable for restoration. Off the road since January 1983, garage stored. Some spares included. £350 ono
Tel: 0272 612380 after 6pm (K. Ball)

1951 Mayflower CSN 107 Resprayed Black with white side panel, engine runs sweetly, rechromed front and rear bumpers. £750.00
R. Blomfield-Richards, Porlock 862248.

Offered to the club, can anyone help?

Flower minus rear axle, in Sussex. £100 +vat. Contact W. Bridges on Crawley 23684 or 510633.

Or contact club member Nigel Kelsey 0293 540887.

1953 Mayflower Black. This car was COMPLETELY overhauled in 1973 and has been in garage to present moment. The car is in very good and clean condition. £1500 ono. Contact E. A. Levett on Romford 768583.

FOR SALE

I have for sale a 1952 Mayflower (reg. no. FST 608). The car has been in the family for a number of years and I believe its present owner is only the third.

As the car is at present residing in North Scotland and I have not had sight of it for some time, my only indication as to its condition is secondhand. I believe the car to require little work to run again and is intact and original, although has not been used for a while.

Although in the trade, I am not a dealer but an enthusiast, being the owner of a GT6, and I have been selected as the best person to dispose of the vehicle. If of any interest you can contact me as follows:

Home - 0964 626324 (after 6pm)

Car phone 0836 592580

David Dyson, 5 The Crescent, Burstwick, Nr Hull, North Humberside HU12 9EQ

FOR SALE

I am responsible for Vehicle Restoration courses at Chichester College of Technology and write because on our last year's course I bought, for the course, a 1952 very rough Mayflower saloon.

Over the time of the course we managed to partly rebuild the engine and gearbox, do a bit to the body etc. Since then, I have completed the engine and gearbox rebuild, which are as two very good units. (Engine rebored, new pistons and rebuilt to a good professional standard.)

Sadly, due to financial pressures and space the course will not run this college session and I wish to dispose of, at least the engine/gearbox or preferably all the car.

The cost of the work done so far is around £150 and if any of your members are interested can I ask they phone me, evenings Chichester (0243) 788885. It would be a good buy for anyone with an engine needing a change and clear out our space this end.

I thank you in anticipation,

D. B. Reynolds, 17 Roman Way, Fishbourne, Chichester Sussex PO19 3QN

WELCOME TO NEW MEMBERS

516
517
518
519
520

And re-entries.

28
93
291

And change of address,

467

The General Manager, TMC

Dear Sir

Reference to a Triumph Mayflower Car

This is regarding a Triumph Mayflower Car which is recommended to your club by British Motor Industry Heritage Trust. According to them, as they possess one this car is not needed by them.

I am intending to sell it. As it is of a great value for you I wish to inform you regarding that car. Your club may cater for this model in England who may have a contact in our homeland (Ceylon). If so, please let me know how to proceed with the matter.

Even the instruction book and the catalogue is preserved. The every part of the car is in original condition. No parts replaced. It had been registered in Red Car Association. Firstly I send the information to Austin Rover Group and then to British Motor Industry Heritage Trust. (Letter dated 25th February 1987).

With great appreciation and gratitude I desire for a reply. Herewith I sent a photograph of the car and the cover page of the instruction book.

Thank you!

Yours faithfully

H. Stanislaus Fernando, No 85, Minuwangoda Road, Bolawalana, Negombo,
Sri Lanka.

LETTERS TO THE EDITOR

Thank you for the application form for the Mayflower Club. I return this duly completed with my cheque.

My Mayflower is virtually 'concours' externally and inside; and at present the under-bonnet area and the underside are being prepared to the same standard. I hope to have the car ready for S.T.I.R., in September. I have entered the Mayflower, and all being well would like to put the car in your 'Mayflower Club' area. I am shows organiser for Club Triumph Eastern, but will not have to be involved with them for S.T.I.R. this year.

Could you please confirm that your Club will be there, and possibly give me a number to phone for details. (P.S. I am in desperate need of an 'original' JACK for the Mayflower; can you help me?)

Thank you,

Phil Taylor, 30 Merryfields Avenue, Hockley, Essex

THE UNLUCKY MAYFLOWER

I had been sitting in my previous owner's garage (Mr Laplanche 321) since 1980, when along came my new owner Mr Berry who bought me. He had been after a Mayflower for years and now I am his. He was over the moon because I was the same model he owned when he first met his wife on October 17th 1959 and I have now bought back some very fond memories for him.

Mr Berry paid to have me transported to my new home 14.10.87. I sat outside his house that night because my new garage was not finished. The next day along came the roofers and finished the roof, and now my new home was complete, Mr Berry and the two roofers pushed me into the garage.

Mr Berry then fitted me with new points, plugs and a new coil. Then came the big test. Would I start after eight years in the garage of 321? Well Mr Berry gave me some choke and pulled my starter. I moaned and groaned a couple of times and thought he may not be such a bad fellow so to his great surprise I started purring just like a kitten. He was so happy he called to his wife who came into the garage. She was so pleased for him because she knew how he had wanted one just like me for a long time. Now I was his and I was running. So to bed. The garage doors closed. I am as snug as a bug. Then came the storm howling and screaming. I wondered what was going on and then it happened. The walls of my new home collapsed around me and the roof caved in on top of me. My roof is smashed in, my bonnet dented, I have got scratches all over my body, I feel so sick and sorry for myself.

My new owner came to see me. He is so upset he wants to cry, but he will not give in: he pledges to get me made well again.

Mr Berry worked hard Fri Sat and Sunday to rescue me. I was finally set free on Monday morning. Mr Berry immediately got in touch with Canterbury Coachworks who are going to cut my foof off and give me a new one that is coming from another Mayflower that Mr Berry had bought for parts. I am very glad he did. They say it will cost around £2000 to make me well again but I shall look lovely again and I shall made my new owner very proud of me.

I am sure he and his family will enjoy driving me and showing me off to everybody. I heard him say I will be worth it.

Unlucky?

Maybe not after all.

J. A. Berry, Licensed Haulage Contractor, Whitstable 276114

IN SEARCH OF THE LOST COUPÉ

The following advertisement appeared in the "Motor" Supplement October 15th 1958: "AZ Motors offer 1951 Mayflower Drop-head Coupé very rare model, fitted radio, heater, absolute bargain £465. Also 1951 Renown 2000 £365. Palmerston Road, NW6. Maj 4723."

This confirms that at least one if not two, following rumours of one sold in Somerset, Coupé's were sold in this country and survived initially. Can this one survive. If any London based member lives in NW6 could they check that this garage is in operation, although it no longer trades in this name.

NORTHERN CLASSIC CAR SHOW

As in the last 3 years, the Club was represented at this year's Northern Classic Car Show. Having been denied the use of Belle Vue, with its somewhat second-rate, but very atmospheric conditions, the organisers opted for GMEX in the centre of Manchester. This venue is seen as the North West's answer to the Nation Exhibition Centre and a vast amount of money has been spent on it: unfortunately, this is reflected in the grossly inflated charges for entry, parking, food and drink.

This year's show took place on the August Bank Holiday weekend, the 3 days 29th, 30th and 31st. The change of date from late September has created a problem for me in actually locating cars for the stand. I was not able to get any of the larger Razoredge Saloons (despite Tom Robinson's, of TROC, valiant attempts on my behalf) and a lot of phoning around was producing nothing till Jim Smethurst came to the rescue, agreeing to bring his Flower along. The two cars, Jim's two-tone blue, and mine black, were to be the only ones I could get this year.

The week before the show brought the usual checking out of the posts and ropes, repair of the club banner (it's just about on its last legs now!), scrounging the loan of a patio set, and ordering the flowers. On the Friday night everything came together nicely, and I loaded up the Flower. My wife's Minor 1000 acted as 'Trade Vehicle' for the evening and we trundled off to GMEX. There we met Jim Smethurst and Edna to set up the stand. Although GMEX is a prestige venue, I immediately had the impression that not as many of 'our' type of car were turning up, but that there were plenty of modern, almost new, sports cars. A talk with other club officials suggested that some of the older car clubs had boycotted the event because of hassle from the organisers, and having to pay for parking of exhibitors' everyday cars during the show at the very special rate of £2 per day! I decided to go in by train each day, on principle.

The Saturday morning saw the show open to a quiet start and as United were playing away that day, I expected the crowds to increase as they always had at Belle Vue. They didn't. I suspect that the admission cost of £3.50 each plus £3.40 to park, had put people off. However, a couple of club members did come to see the stand (one had come up from South Wales that morning!) and I was able to sell all the club T-shirts I had, and all the plum-coloured grille badges. No brown ones were wanted, so I think it is clear which members prefer.

I managed to take a short break from the stand to look at the autojumble, which was smaller than usual. One stallholder told me this was again because of the rent charged by the organisers. All-in-all Saturday was a bit of a non-event.

Sunday was an improvement, however, with queues outside even before the show opened. This always seems to be a family day at the Northern Classic, most of the stories relating to a Mayflower which the local bank manager, or headmaster had (were Mayflowers standard issue in these occupations?) rather than technical discussions. Jim had a Mayflower in a bottle (car, not the ship) on his bonnet and this created a lot of interest. I know how it was set in the bottle, but I'm not telling!

During the Sunday, a Mr Hudson came to talk about my car. He had worked on Mayflowers in 1952 for Hollingdrake Automobile Company of Stockport, just as the company had sold mine, and serviced it while it was new. He kindly offered me a dealer's plate (which affixes to the passenger door trim) in as new condition. A beautiful two-tone blue enamel and chrome badge; this is now fitted.

The Sunday auction of cars is always well attended, and this year was no exception. Only 3 pre-war cars were among the lots, as far as I could see, and again most appeared to be much later than 50's cars. A friend had two M. O. Oxfords of 1953 vintage for sale, and afterwards told me they both sold for more than their reserves. I think bids were up on previous years, generally.

Having spent two almost full days on the club stand, I left on Sunday night thinking I would spend at least some of the Bank Holiday at home, and come in late on the Monday. However, when Monday morning came around, conscience told me that club members might come some distance, and there would be no-one 'on duty'. I was a bit late, so if any members did come very early on the Monday, and I missed them, I'm sorry.

As Monday was turning out to be quiet like Saturday, later on I decided to look around the show for the first time. There were more modern sports cars, and exotics than previously, and the overall impression given by the show was that dealers were using it as a showroom. Is this happening with all the big 'Practical Classics' sponsored shows I wonder?

Six o'clock on the Monday arrived and stands were being dismantled; it is surprising how tiring 3 full days on the club stand can be, and then to cap it all, my brand new battery had gone flat on me! Thanks to a Volvo owner with jump leads I didn't block the exit from the show for long and was mobile again loaded up with posts, ropes, patio set etc (and no room for any human occupants!) and trundling home. As last year the weather outside had been glorious - 3 consecutive days without rain - and I'd missed it! However, the show had once again gone without a hitch, had been hard work, but the TMC was represented.

One last plea.

Although I've arranged the club stand for 4 years now, it is hard work as I've said, and manning the stand every day of opening can be a bit wearing. Jim Smethurst and Harry and Ian Hodkinson have all helped, but - and here comes the bit you might not want to publish - I've never yet seen one official of the club at the Northern Classic Car Show. Tom Robinson of the Razoredge Owners Club always comes over to see the stand and this alone really ought to alert some pangs of guilt in our club. Also, I am officially pleading for other members to get involved in future years - maybe some of the newer members would like to help. Other owners clubs seem to be able to muster 4 or 5 on their stands, so why can't we? Does the general lack of interest mean we shouldn't bother in future?

I hope not.

Geoff Basketter
Ordinary member no. 387

THE NORTHERN CLASSIC CAR SHOW 1987



Ed.

Many thanks to Geoff for his outstanding efforts with the stand and devotion to duty over the weekend of the show. The photos will probably not reproduce well enough from their original colour into black and white but congratulations on the superb condition of the cars.

On behalf of the committee I can only acknowledge the criticism registered in the final paragraph, but can only hope for an improvement in the future



PROLONGING THE USEFUL LIFE OF A CAR BATTERY - Part 2

You might remember that last year I sent you an article entitled "Prolonging the Useful Life of a Car Battery", which was subsequently published. I have been very pleasantly surprised at the way it was received, and the number of requests for some sort of "sequel" or for more information.

As a result of all this, I enclose a further article which is based on the most common points which people have raised with me. I have also included a passage on safety since some of the things which people have told me they have done, or do, with batteries are potentially extremely dangerous.

As with my earlier offering, I would be very happy for you to publish this if you wished.

Since my first article on batteries, a large number of people have written to me with questions, problems and telling me of the sometimes very dangerous practices which they carry out on their batteries. This follow-up article attempts to sort out some of the more common problems, and more importantly offers words of advice on safety.

The electrolyte in a battery is sulphuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture - if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is ever any possibility of the acid getting into your eyes then wear goggles whilst you work close to, or with, your battery or its acid.

Battery acid spilled on you or your clothes will cause burns if left for very long - the treatment for acid spillages wherever they occur is always the same - wash down with large amounts of cold water.

Beware of where you keep old or new batteries - think of what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so in only glass or thick polythene screw-topped containers leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall, and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people seem to have encountered is what to do with a battery during a period of inactivity, or if it is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and the following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost, and then completely upside down, over a plastic bowl. Never do this over a metal container, the acid may react with it - the battery also still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contains about 1½ litres (2½ - 3 pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulphate, leading to all the familiar problems associated with sulphating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in followed by a recharge. Before that, the plates can be cleaned of any sulphate deposits which may have built up during its working life by using EDTA or its tetrasodium salt. Add about half a tea-spoon of the powder to each cell, and then top-up with a hot dilute solution of washing soda (in the case of EDTA) or just hot water (in the case of the tetrasodium salt). As I explained in my earlier article, EDTA works slowly in battery acid, but extremely quickly in alkaline solutions. Leave the EDTA solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the EDTA treatment, put the acid back in and recharge. If you are short of electrolyte, (you shouldn't be if it was drained properly), get a little from your local battery suppliers. If they won't co-operate, ask your local chemist if he will make you up a little 4 M sulphuric acid (1 part concentrated sulphuric acid to 4½ parts water).

Another point regularly raised is whether anything can be done with a battery which seems to be completely dead, or more commonly has one dead cell. A voltage check may not tell you very much - a reading in the range 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations and so the "red and green" areas on the scale are a bit arbitrary. As a rough and ready guide, a battery which suddenly and spectacularly fails, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with EDTA as described above. In one albeit spectacular case, someone recently claimed to have returned to use a battery which was 14 years old and had laid out of use for 10 years!

Many people question whether distilled water is strictly necessary for topping-up, and if it is, whether it is worth the cost. In both cases the answer is "no". If you have a fridge or a freezer, you can collect the frost that forms due to condensation of water vapour in the air and use that. Failing that, you can use tap water if you have to, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a tea-spoon of the tetrasodium salt of EDTA in a jug and add a pint of boiling water, allow it to cool, and carefully decant the water off any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulphation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please do include an s.a.e. My address is, as before, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA.

**VEHICLE PURSUIT - Search, Supply & Hire
of Vehicles for the Film & Video Industry.**

Dear Ed,

You have probably gathered from our name that we are involved in the sourcing and supply to the Film and Video Industry of any type of vehicle. As such we would like to hear from you: the nature of our work enables us to pay excellent hire fees and without the owner having to be on location, though if he or she prefers they can attend; naturally full insurance is arranged.

In addition, there is clearly value to your club in seeing your particular Marque on film or television, which can only serve to support membership.

Could you please provide us with some information regarding your club, i.e. sample of club magazine, and particularly club principals' telephone numbers, since often vehicles are required at very short notice.

We look forward to hearing from you; if you have any queries however, please do not hesitate to call us.

Terry L. Cushway, 40 Thurleigh Court, Nightingale Lane, Clapham, London SW12 8AP Tel: 01-675 6066

If any Club member is interested please contact Terry Cushway direct.

MAYFLOWER IN LITERATURE

- "Dead on Prediction" by Olive Norton (Cassell & Company Ltd, London 1970). Page 114 refers to a murder suspect who drives a Mayflower. I asked Featherstone (Detective-Constable): "What sort of person would run a highly polished old Mayflower with a hot engine?" He pondered, studying the wall. 'An enthusiast - if there is such an animal, with everything under the bonnet being so inaccessible - aged forty-plus. Money to pay over the odds for spares.... Somebody who had one when they were the in-thing to have, possibly. A complete crank of any age. Or a youngster with an aunt, who's kept it vaselined in a garage ever since when.'

The driver of the Mayflower, as it appeared in the book, was the murderer. He did not own the Mayflower, but had borrowed it from a friend.

TAILPIPE

Overheard in the local car accessories shop,

"'Ave ya gorra oil filter for a Mayflower, mate?"

"A what?"

"A Mayflower."

"Oh them aluminium body jobs that looked like a little Roller."

"Well, not quite, but ave ya got one?"

"Ere, I 'ad me first legover in the back of one a them."

"Really, but 'ave ya got one ?"

"Or p'raps it were the bigga one, what were them called?"

"A Renown, but 'ave ya got one?"

"They must be worth a bob or two these days."

"Na not really, not like a MG TD or summat like that,.....
but 'ave ya got one?"

"Ere it says in this book that it dont 'ave an oil filter.

Funny bloody motor that aint gorra oil filter, innit?"



Phase II

Phase II

VANGUARD

LUBRICATION CHART

EXPLANATION OF SYMBOLS

CASTROL XL for the engine
In summer, CASTROLITE.
In winter. High quality
motor oil is recommended
for the Vanguard engine.
CASTROL XL is also re-
commended for the gear
box.



CASTROL HYPO GEAR
OIL. A powerful extreme
pressure gear oil essential
for the lubrication of the
hypoid rear axle. Also re-
commended for the steering
gear box.



CASTROL HI-PRESS GEAR
OIL. An extreme pressure
gear oil of medium viscosity
recommended for the pro-
peller shaft.



CASTROLEASE CL
GREASE. Recommended
for chassis lubrication.



CASTROLEASE HEAVY
GREASE. Recommended
for the wheel hubs.

If oil consumption exceeds 1 gallon per 1,000 miles, it is advisable to use the next heavier Castrol grade, i.e., CASTROL XXL in summer, CASTROL XL in winter.

WARNING. Do not ask for "XL" when you require CASTROL XL. Ask for "CASTROL XL" and see it drawn from a CASTROL container. Castrol is marketed as a finished product and contains carefully balanced additives in precise quantities. The addition of other additives or diluents cannot improve it and in some cases can prove harmful. Whilst Castrol grades (except Castrol R) will mix with other mineral oils, full benefit cannot be derived unless the correct Castrol grade is used by itself.

Every 1,000 miles
SLAVE STEERING DROP ARM PIVOT
TIE ROD
WISHBONE SHACKLE PIN LOWER
KING PIN
" " UPPER
Apply CASTROLEASE CL GREASE with the Grease Gun.

CASTROL D

Every 1,000 miles

Every 5,000 miles

FRONT WHEEL HUB—Remove wheel and apply
CASTROLEASE HEAVY GREASE with five strokes of
the Grease Gun.

Every 200 miles

ENGINE—Check oil level in sump and replenish if necessary
to the full mark on dipstick with CASTROL XL in summer,
CASTROLITE in winter.

After the first 1,000 miles and thereafter every 2,500 miles,
drain off old oil while warm, flush with CASTROL SOLVENT
FLUSHING OIL and refill with fresh CASTROL XL in
summer, CASTROLITE in winter.

OVERSEAS
Air temp. over 70°F. CASTROL XXL
40°F. to 70°F. CASTROL XL
10°F. to 40°F. CASTROLITE
—10°F. to 10°F. CASTROL Z
below —10°F. CASTROL ZZ

Capacity—Drain and Refill 10½ pints
From Dry 11½ pints.

Every 5,000 miles

CLUTCH OPERATING SHAFT
Apply CASTROLEASE CL GREASE with the Grease Gun.

Every 5,000 miles

REAR SHAFT SPLINE
REAR SHAFT UNIVERSAL JOINTS
Apply CASTROL HI-PRESS GEAR OIL with the oil gun.

Every 5,000 miles

REAR WHEEL HUB—Remove nave plate and apply
CASTROLEASE HEAVY GREASE with five strokes of
the Grease Gun.

Every 5,000 miles

OIL CAN
Every 5,000 miles—HANDBRAKE CONNECTIONS—ENGINE OIL.
DOOR HINGES, LOCKS, BONNET CATCHES—Apply a smear of EVERYMAN OIL.

ACCELERATOR AND HANDBRAKE LEVER—Apply EVERYMAN OIL to cable at each end of the casing.

DISTRIBUTOR—Indicated thus Remove rotor arm and apply a few drops of EVERYMAN OIL to the top of the spindle. Apply a single drop of EVERYMAN OIL to the Contact Breaker Arm Pin.

DAILY—RADIATOR. Check level of coolant and top up if necessary. In winter, CASTROL ANTI-FREEZE should be used to protect the system against frost. Use 4 pints of CASTROL ANTI-FREEZE to give protection down to 47°F. of frost or 4½ pints for protection down to 60°F. of frost. Where no heater is fitted, the quantity of anti-freeze should be reduced by ½ pint. Cooling system capacity: 15½ pints.

Every 1,000 miles (fortnightly) BATTERY—Check and maintain level to tops of separators—DISTILLED WATER.

AIR CLEANER (Oil Bath)—Inspect and top up with ENGINE OIL. Every 2,500 miles clean and refill with ENGINE OIL.

REAR WHEEL COVERS—Remove, clean and grease the mechanism with CASTROLEASE CL GREASE.

Every 5,000 miles—AIR CLEANER (standard). Remove and wash in petrol. Soak gauze in ENGINE OIL and allow to drain before replacing.

WATER PUMP—Indicated thus Apply CASTROLEASE HEAVY GREASE with five strokes of the grease gun.

HANDBRAKE COMPENSATOR Indicated thus Apply CASTROLEASE CL GREASE with the grease gun.

HANDBRAKE CABLES—Forward nipple located on conduit under bonnet. Rear nipple indicated thus Apply CASTROLEASE BRAKE CABLE GREASE with the Grease Gun until grease exudes from end of brake conduit.

CLUTCH AND BRAKE PEDAL BEARINGS—Apply CASTROLEASE CL GREASE with the Grease Gun.

WINDSCREEN WIPERS—Apply a smear of CASTROLEASE HEAVY GREASE to the top of the wiper arm.

REAR SPRINGS—Clean and spray with CASTROL PENETRATING OIL.

Every 10,000 miles—OIL FILTER—Renew cartridge and top up sump with 1 pt approx. ENGINE OIL.

DYNAMO Indicated thus Apply CASTROLEASE HEAVY GREASE to the wick type lubricator.

DIRECTION INDICATORS—Apply EVERYMAN OIL with a small brush to catch-pit between arm and operating mechanism.

SHOCK ABSORBERS—Either Armstrong or Girling Hydraulic shock absorbers may be fitted and these should not require any attention such as "topping up". If they become inoperative they should be serviced by the makers.

MODEL	TYRE PRESSURES (FULLY LOADED)	FRONT	REAR
Sedan	—	22 lbs.	24 lbs.
Executive Car	—	22 lbs.	26 lbs.
Pick-up Truck and Delivery Van	—	24 lbs.	30 lbs.

This chart has been checked and approved by the Manufacturers:

THE STANDARD MOTOR COMPANY LIMITED, COVENTRY.

Owned by CASTROL LIMITED CASTROL HOUSE, MARYLEBONE ROAD, N.W.1.

This chart shows lubrication and oil changing periods when operating under ideal conditions. For less favourable conditions, especially overseas, more frequent lubrication and oil changes are necessary.